

# WILDLIFE CORRIDOR CONSERVATION AUTHORITY

407 W. IMPERIAL HIGHWAY, SUITE H, PMB #230, BREA, CALIFORNIA 92821

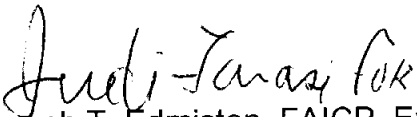
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## MEMORANDUM

Date: July 13, 2005

To: The Advisory Committee Members

From:   
Joseph T. Edmiston, FAICP, Executive Officer

Subject: **Agenda Item XIII: Discussion and possible action regarding Riverside County-Orange County Corridor Major Investment Study, including appointing a member to attend meetings.**

Staff Recommendation: That the Advisory Committee discuss this item and that the Advisory Committee recommend that the Governing Board designate a Wildlife Corridor Conservation Authority (WCCA) representative to attend meetings.

Background: This item was discussed at the January 12, 2005 WCCA meeting, and WCCA adopted a resolution opposing any new road through Chino Hills State Park to connect Riverside County and Orange County. See attached staff report.

As an update, at WCCA's request, WCCA has been added to the email list for the meetings of the Project Development Team (PDT). The next PDT meeting will be on August 3, 2005, at 10 a.m. at Corona Public Library. WCCA may want to designate a representative to attend the meetings. This representative can be a Board member, an Advisory Committee member, or some other designated individual. An Advisory Committee member may want to be a volunteer.

Options of a road through or near Coal Canyon in Chino Hills State Park are still being discussed. State Parks is concerned regarding direct and indirect effects to Chino Hills State Park associated with this alternative (the Prado Expressway). State Parks has written numerous letters during this process. A recent letter is attached.

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## MEMORANDUM

Date: January 12, 2005

To: The Advisory Committee Members

From:  Joseph T. Edmiston, FAICP, Executive Officer

Subject: **Agenda Item IX: Discussion and possible action regarding Riverside County-Orange County Corridor Major Investment Study.**

Staff Recommendation: That the Advisory Committee recommend that the Governing Board make a motion to send the accompanying letter requesting that WCCA be added to the email/ mailing list for the Project Development Team, and that the Board designate a WCCA representative to attend meetings.

Background: The purpose of this agendizing this item for discussion by WCCA is three-fold. First, the staff report provides a brief update on the Riverside County to Orange County Major Investment Study (MIS), being developed by Riverside County Transportation Commission (RCTC) and Orange County Transportation Authority (OCTA). Second, the WCCA Board may want to make a motion to send the accompanying letter, requesting that WCCA be added to the email/ mailing list for the Project Development Team. Third, WCCA may want to designate a representative to attend the meetings.

The purpose of the MIS is to develop a range of feasible multimodal alternatives that will improve mobility between Riverside County and Orange County. The MIS will examine a comprehensive range of capital and operational improvement alternatives to the State Route-91 facility and will identify other inter-county multimodal transportation corridor opportunities. It is anticipated that a final report will recommend the selection of a Locally Preferred Strategy. A map of the area is attached. Additional information can be found on the web at <http://www.octa.net/freeway/ocrmis/intro.asp>.

There are several steps and issues in the planning process in which WCCA would have an interest. Specifically, one alternative, the Prado Expressway Conceptual Analysis, appears to pass through Chino Hills State Park, near Coal Canyon. California Department of Parks and Recreation (State Parks) has been participating in the Project Development Team meetings and wrote a letter (see October 19, 2004 letter attached), indicating that such an alternative is unacceptable and must be removed from consideration. The following item on this January 12, 2005 agenda involves WCCA considering taking a position

opposing such road through Chino Hills State Park. WCCA would also be interested in alternatives that pass through Cleveland National Forest. Other alternatives pass through other Orange County Natural Communities Conservation Plan areas, and other open space areas. State Parks also provided written comments on the Draft Evaluation Criteria (see November 10, 2004 letter attached).

There are three committees providing input to the study process: the MIS Policy Committee, Stakeholder Group, and technical committee, or Project Development Team. These committees are advisory. The Policy Committee is comprised of elected officials. The Stakeholder Group is comprised of non governmental organizations, and members of the public. The Project Development Team is comprised of several public agencies, including cities, California Department of Transportation, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, California Department of Fish and Game, State Parks, Southern California Association of Governments, Federal Highways Administration, U.S. Forest Service, RCTC, and OCTA.

WCCA staff requested that WCCA be added to email list for the Stakeholder Group and the technical advisory committee. The consultant replied that WCCA was added to the Stakeholders Advisory Committee list. Staff recommends that the WCCA Governing Board direct staff to send the attached letter requesting that WCCA be added to the technical committee, or Project Development Team email/ mailing list also.

Staff also recommends that the Advisory Committee recommend that the Board designate a representative to attend meetings. This may be a WCCA Advisory Committee member, WCCA Board member, or WCCA alternative Board member. The Project Development Team has been meeting monthly on Wednesday mornings in Orange or Riverside. The Stakeholder Committee has been meeting less often. The last meeting was Monday morning, December 13, 2004.



DEPARTMENT OF PARKS AND RECREATION

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& CONSERVATION  
AUTHORITY - May 25, 2005

& CONSERVATION  
AUTHORITY - MALIBU

Tony Rahimian  
RMC, Inc.  
17801 Cartwright Road  
Irvine, CA 92614

Re: Riverside to Orange County Connection – Draft Conceptual Alternatives Report

Dear Mr. Rahimian:

We appreciate the opportunity to review and comment on the Draft Conceptual Alternatives Report (DCAR). As we move toward more precise alignments, we expect to provide additional data that will assist in evaluating potential alternatives. We are committed to working with you to develop mutually acceptable solutions.

In regards to the DCAR, we maintain our position that any alignment jeopardizing the long-term sustainability of Chino Hills State Park is not an environmentally superior alternative. We recognize that the current trend is to shift the location of the Prado Expressway to the shoulder of SR-91, essentially widening SR-91. In this alignment, the Prado Expressway, also called Corridor A, would appear to require State Parks right-of-way and also make areas within Chino Hills State SP and the entire Puente-Chino Hills wildlife corridor vulnerable to negative impacts. In addition, given the multitude of resource and public works constraints identified since the inception of this Major Investment Study, we suggest removing the Prado Expressway from further consideration.

As shown under Section S.7, it appears Corridor A is a component of the all possible solutions. While it is difficult to determine the exact impact at this point, potential solutions such as this which apply new pressures on existing State Parks land are viewed as unacceptable. We further suggest that statements such as these be removed until assurances can be made that State Parks land will not be required for alignments within these alternatives.

We appreciate including elevated and reversible lanes within the potential options. One or both of these options may help reduce the need for additional infrastructure improvements. For example, Option Nos. 91-4 and 91-14 may be combined to obtain an ADT of 160,000. Additionally, Option No. 91-14, an elevated four lane structure shows an ADT of 80,000, while Option No. 91-13, an addition of three general purpose lanes in each direction shows an ADT of 120,000. We request expanding options such as 91-14 to show the maximum potential ADT.

We remain opposed to options such as 91-2, 91-6, A-3, A-4, A-5 and A-6 which may require State Parks right-of-way. In addition, the narratives for Corridor A on Pages 35-36

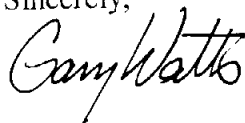
should be amended to reflect that significant environmental impacts would result from Option Nos. A-2 through A-6.

Under Section 2.1.1, please clarify the second paragraph which indicates that SR-91 "is congested both eastbound and westbound for much of the day..." Table 2.1 illustrates the opposite by showing Level of Service B for AM eastbound and PM westbound.

Please amend language in the Introduction and elsewhere to reflect that job growth in Orange County will not grow proportionally with the population growth in Riverside County.

Again, we appreciate the opportunity to be a part of this effort. If you have any questions, please contact Enrique Arroyo, at (951) 940-5664.

Sincerely,



Gary Watts  
District Superintendent

cc: Rick Rayburn, State Parks  
Kathy Weatherman, State Parks  
Jonathon Snyder, USFWS  
Mike Shulz, EPA  
Pam Beare, CDFG  
Susan Meyer, ACOE  
Mark Adelson, RWQCB  
Judi Tamasi, WCCA  
Jeff Yann, Sierra Club  
Claire Schlotterbeck, Hills For Everyone  
K. Seigel, Center for Biological Diversity  
Dan Silver, Endangered Habitats League  
Cathy Bechtel, RCTC